The Blue Water

By John Frederic Gibson

Sloops Help to Fulfill Sailing Dreams

A man dreams many dreams. Perhaps the commonest among Islanders and those who live by the sea is that of sailing away in search of fresh horizons.

Many dreams remain in embryo, so to speak, and the man who buys a 23 to 28-foot sloop may not get very far away from home, but he will have many days and weekends of great satisfaction. He will have a boat he can manage single-handed or can sail with his family, race around the club buoys or as a junior on the ocean courses. He can stow the sails and use his engine while fishing.

Many of these stem-head sloops have been designed and built in the last 10 years; they answer the subconscious desire men and women have to be masters of their own fate in an age of confromity. And if this seems a ridiculous reason for buying a boat it is a good excuse if you need one.

The type of boat referred to here is deep-keeled and has a Bermuda mainsail, a jib and genoa (all of cotton or dacron) and is powered by an auxiliary engine giving a speed of six knots. It will sleep up to four and there are cooking facilities. The yachting magazines list them, the Silhouette, Caraval, Atalanta and Sea Dream, to name four, at prices between $2,000 and $11,000. A glass fibre sloop, the S-28, is produced in Vancouver and can be bought in all stages of completion.

It is possibly easier for a novice to learn to handle a 25-foot sloop than it is for the experienced dinghy sailor. The latter will be reluctant to let the larger boat take her full measure of wind and lie over to her best sailing angle. Be that as it may, there is no man on the Island who could not sail from here to Bellingham after a week's trial and error.

JOHN F. GIBSON

More than 100 years ago the Swedes built the first Kosterboat, a 25-foot clinker-built sloop, shaped fore and aft like the olden day Viking ships.

A direct descendant of the Kosterboat is the Great Dane. Some features of this new, Nordic sloop recommend it for these waters. For instance: It has the typically tall, narrow mainsail of these Scandinavian craft. This means that the boom is short enough for a central, midship backstay which does away with runners. And the sail is correctly proportioned for the light summer winds.

An exceptionally large genoa is carried which should pull like half a dozen horses. The clinker-built hull is of above average strength and the deck is fiberglassed.

★ ★ ★

The Great Dane, of course, is sold in the United States. If you want a Koster you have to advertise in Gothenberg and ship the boat out unseen. It will probably cost about $1,000 to acquire the boat and a further $250 to ship it to Victoria.

The great arguments against sailing in waters between here and Vancouver are that winds are fickle, tides strong and, anyway, no one wants to drift around between harbors and watch the power cruisers tear past. But, of course, conditions are rarely perfect anywhere on earth.

★ ★ ★

Well, it is easy enough to be romantic about the sea when sitting in an armchair beside the fire. But if you get caught out in a storm and have to reef and take your boat offshore where she can look after herself, you will come home with confidence in and understanding of cruiser-racers. No salesman or columnist can do it. The boat will speak for herself.

Police Court Fines Lead Record Pace

VANCOUVER (CP) — Police court fines total $321,359 so far in Vancouver this year, compared with $320,311 at the same time in 1958. Last year's total was a record $1,244,545.

GREAT LAKES LINE TO LONDON

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Going Places

How to Plan Fortnight Europe Trip

BY SHIRLEY AND BOB SLOANE
First of a Series
Special to The Colonist

Shortly we'll be jetting away for a two-week jaunt to Europe, the good Lord and our baby-sitters willing.

The idea of Europe and back in a fortnight is one of those marvels of the jet age everyone has been talking about but, like travelling with small children, everyone has been waiting for someone else to try. It would be gross malfeasance of office if we didn't volunteer and anyway, nobody had to twist our arms.

It long has been possible to get to or from Europe overnight by air but never terribly tempting to face the long hours of noise, vibration and inevitable layovers at Gander and Shannon twice in a mere 14 days. Happily, the unprecedented speed and comfort of jet travel has changed all that.

OUTLOOK CHANGES

However, some changes in outlook are called for on a quick trip. The most important of these is the decision not to do too much.

We decided to limit our jaunt this time to about five days for each city — in and around Rome, Paris and London. These are the key tourist centres of their respective countries and any visitor who can't find enough in them to keep occupied would be well-advised to stay home.

We're going on our own, only our plane tickets and hotel reservations clutched tightly in our fists.

BUTTON DOWN

Button down and pay for your transportation and first night in each hotel before you leave, but be prudent in the number of other details to which you commit yourself.

We are not specifically recommending going on your own. Countless group and individual tour tailored to your tastes are available through travel agents, who you'll want to use for your transportation and hotel reservations anyway. Just make sure you don't plan to dash off in all directions at once.

LOAD PENALTIES

Remember the penalties of overloading clothes: excess baggage charges if you're flying, lots of heavy stuff you may occasionally have to lug yourself or at least tip for substantially to have it toted for you, and no room for what you buy.

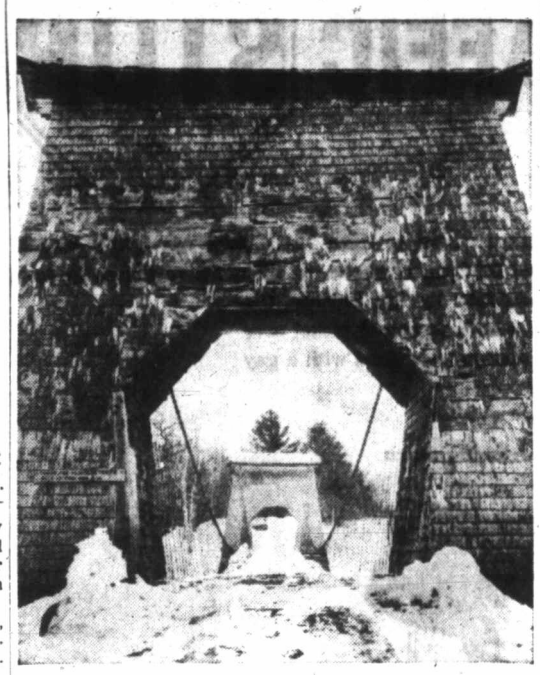
A travelling outfit, additional daytime garb, a couple of evening dress-up ensembles, comfortable walking shoes and enough changes of linen for the length of your stay will suffice.

It's pleasant to daydream about "driving around the countryside" but fulfilling the dream requires time, planning, red tape and some knowledge of each country and its language.

If you decide to drive, rent a car there; or buy a new European car and either sell it back to the manufacturer for a prearranged depreciation cost or ship it home.

Reservations arrangements, as well as routings and everything having to do with renting, buying, or shipping a car, are handled almost exclusively in North America by the AAA. You can place everything in the club's competent hands through your local affiliate.

So much for the limitations of this new era of quick trips. More detailed information next week.



1839 Model Suspension Bridge

New England's only remaining cable suspension bridge is still in use over the Carrabasset River, at New Portland, Maine. Almost 120 years old, the 185-foot-long span is a local tourist attraction, limited to one passenger car at a time.

From Comfort to Open Air

Intrigue to Movies On Orient Trains

By IAN STREET

Inevitably, since the creation of the 50th state, a tourist has asked about taking a train to Hawaii.

As it happens, trains don't even run inside Hawaii, but rail travel is extremely active elsewhere around the Pacific.

In Australia sleeping car passengers on the Adelaide to Melbourne run get complimentary breakfast and newspaper in bed—no tip expected.

FREE SHINE

A free shoeshine before getting off the train is given too.

In the Fiji Islands train travel costs nothing. Nothing at all. Tiny box-car, open-sided trains run by the sugar companies, sleepily criss-cross the island of Viti Levu.

They carry sugar cane to the mills and incidentally drop off workers (or anybody else who wants to hop aboard) at villages along the way.

FRONTIER TOWN

Loaded with intrigue—or so you can imagine if you watch your fellow passengers—is the train that pulls out of Kowloon station, Hong Kong, daily for Lowu, the frontier town of China.

Once this train went all the way to Paris. But now for tourists Lowu 22 miles down the track is the end of the line. The short journey is great for scenery, winding past Tolo Harbor, and through the east side of the New Territories. Price is nice too—$1 for the round trip.

COMFORT MOTTO

The motto of train travellers in Japan must be comfort. The trains boast hostess service, reclining seats, split-second arrivals and departures.

Tokyo Central Station has hot baths, a department store and a hotel right in the station. Osaka station has a movie theatre.

But the Indian railways go one better in sophistication. They have cinema cars that show movies on certain runs.

On the 99-mile $4.30 trip from Trivandrum to Shencottah in southern India, you'll cut through the Eastern Ghat, the mountain range that divides the country; pass hundreds of preening strutting peacocks, glimpse scores of wild monkeys swinging in the trees, and find yourself racing herds of trumpeting elephants.

Pacific rail travel adds up to a wonderful time for train buffs — and just plain travel buffs.

Population of Norway now is estimated at 3,500,000 compared with 2,230,000 in 1905.

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Wayfarer's Diary

Lure of Brochure Deadly to Pocket

By VIVIENNE CHADWICK

A travel brochure is an insidious, will-o-the-wispish thing. If you aren't wary, it will rule you clear over the precipitous edge of extravagance and drop you to the very bottom of your bank account.

It's no good sidling timidly into an agency and murmuring, "I'm thinking of a little vacation—is there a freighter to Port Renfrew?" You are warmly assured that there is everything . . . and, alas for such passing intentions toward economy as you may once have harbored—there is.

I had nostalgic yearnings for a little freighter. A dozen passengers, no frills, and the sea within spray-reach of my face.

STACK OF FOLDERS

I went home with a stack of folders six inches thick, spread them out on the floor, and my friends and I crawled among them, moaning softly, for weeks. It's the names of the far places to which you have never been that pull you. Suva, Yokohama, Colombo, Port Said, Barcelona . . .

It became a process of elimination, involving the time element, and the facts that I wanted to sail from Vancouver, soon, and to have a single cabin. All of which presently resolved itself into a passage on a cruise ship—with nearer 1,200 than 12 playmates—for London, via Honolulu, the Orient, Suez and the Mediterranean. With possible extra stopovers, and, I am warned, possible delays, depending on cargo. May there be, please, masses of cargo and endless delays!

I love a ship. It has, to me, the greatest potential for beauty of any man-made thing, except perhaps a cathedral. And I love the sea. So, deep down, I presently became aware of an ever-increasing surge of excitement at the prospect of nearly two months afloat. And so much to do . . . innumerable forms . . . passport to be renewed . . . an innoculation.

Then, of course, clothes. I dreamed, wistfully, of scotching everything I possess and starting from — well, from scratch.

Nonsense, of course. So I settled for oddments.

A foxy new swim costume, some smart drip-dry blouses to go with a suit, a rain outfit which folds to nothing. Luckily my wardrobe yields adequate sports clothes for on board; dinner dresses and a dance frock; cottons and a shady hat for ashore in the tropics; sweaters and skirts for cool England.

TWO COATS

Light top coat, one heavier coat in neutral tones to go with everything. One bag for matching purses and shoes, a second for dressy wear, a third for cottons, none of them very large. Silly to try to take too much. Sharing the hat box with the hats are gloves, scarves and undies.

Add Toiling Tilly the Typewriter, and that's it. So to plagirize from Page Two, "All Aboard!"

Footloose Actress

Well-known Victoria actress Vivienne Chadwick, a long-time resident of this city, is leaving on a world tour.

And it's the sort of travel itinerary stay-at-homes will envy. She is leaving first for the Orient, but from there she will wander as she feels the urge on the world's travel ways.

It is her first trip to Orient, but she is a veteran of three journeys to Europe and the United Kingdom and lived in France for many months at one time.

She will record for The Daily Colonist the chronicle of her journeys.

Storm Toll About 200

TANANARIVE, Madagascar (AP)—Authorities said yesterday the final death toll in recent storms that lashed this island republic probably will exceed 200 persons.

Hunger has threatened thousands of homeless families in the wake of floods that followed a month of furious storms.

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